

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4423.

號三月九年七十七百八千一英

HONGKONG, MONDAY, SEPTEMBER 3, 1877.

日六廿月七年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—T. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORDON, Ludgate Circus, E. C. BATES, HENDY & CO., 4, Old Jewry, E. C. SAMUEL DEACON & CO., 160 & 164, Leadenhall Street.
NEW YORK.—ANDREW WIND, 133, Nassau Street.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.
SAN FRANCISCO and American Ports generally.—BRAM & BLACK, San Francisco.
CHINA.—Suttons, QUELCH & CAMPBELL, Amoy. WILSON, NICHOLLS & CO., Foochow. HEDGECOCK & CO., Shanghai. LANE, CRAWFORD & CO., and KELLY & WALSH, Manila. C. HEINSEN & CO., Macao. L. A. DA GRAGA.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 650,000 Dollars.

COURT OF DIRECTORS.
Chairman.—H. HOPKINS, Esq.
Deputy Chairman.—F. D. SASSOON, Esq.
E. R. BELLING, Esq. WILHELM REINERS, Esq.
H. H. FORBES, Esq. Ed. FORBES, Esq.
Hon. W. KESWICK. Ed. FORBES, Esq.
A. MOLVER, Esq.

CHIEF MANAGER.
Hongkong, THOMAS JACKSON, Esq.
MANAGER.
Shanghai, EMMET CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.
ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1877.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £800,000.
RESERVE FUND, £110,000.

BANKERS.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.
Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

Notices of Firms.

NOTICE.
MR. F. W. HAGEDORN has CEASED to be a Partner in our Firm here and in China.
VOGEL, HAGEDORN & Co.
Hongkong, September 1, 1877. sc1

NOTICE.
MR. EDWARD BURNIE will Conduct the BUSINESS of my Office, during my Temporary Absence from the Colony.
R. H. CAIRNS,
Surveyor to Local Offices, and Lloyd's Register of Shipping,
2, Club Chambers,
Hongkong, March 17, 1877. sc18

NOTICE.
FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREIG, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr. F. F. ELWELL at Amoy.
RUSSELL & Co.
China, June 1, 1877. del

NOTICE.
MR. F. C. DITTMER is authorized to Sign our Firm per Procuration.
SANDER & Co.
Hongkong, June 23, 1877.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. Naval Storekeeper, to sell by Public Auction, on **WEDNESDAY,**

the 5th September, 1877, at 11 o'clock a.m., at H. M. NAVAL YARD,—

Sundry Condemned Naval and Victualling STORES, comprising:—

OLD IRON.
GLASS.
HOSES.
LIGNUM-VITÆ.
A quantity of Canvas, Cordage and Sundries, slightly damaged by fire.
OLD CASKS and CASKS.
MESS TRAPS.
do., do., do.
Also,
26 Copper and 9 Tin Bow Lanterns, with Lenses, &c., Complete.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at Purchasers' risk on the fall of the hammer.
J. M. ARMSTRONG,
Government Auctioneer.
Hongkong, August 28, 1877. sc5

PUBLIC AUCTION.

LAMBERT, ATKINSON & Co. have received instructions to sell by Public Auction,
At a Date hereafter to be named,—
The British Barque
"ALPHINGTON,"

of 326 Tons Register or of about 8,000 piculs Carrying Capacity, with all her TACKLE, APPAREL and INVENTORY.
The Vessel was Built under Lloyd's special survey at Berwick-on-Tweed in 1856, Classed 12 years A. 1. at Lloyd's and continued in 1868 A. 1. for 8 years.
She was Remetalled over Felt in London in July, 1875.

TERMS.—One-third of the purchase money to be paid on fall of the hammer, the remainder upon Transfer being effected. The Vessel is at Purchaser's risk immediately after fall of hammer.
Hongkong, August 25, 1877.

To Let.

TO LET.
NOS. 4, and 5, PECULIA TERRACE, ELGIN STREET.
Apply to
LANE, CRAWFORD & Co.
Hongkong, July 30, 1877.

TO LET.
THE Dwelling House and Offices No. 1, D'Agular Street, lately in the occupation of Messrs DOUGLAS LAPRAIK & Co.
The Dwelling House No. 6, Gough Street, The Dwelling House No. 10, Gough Street. Possession from 1st September next.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, July 9, 1877.

TO LET.
HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. KIM.
"Blanc Villa," Pok-foo-lum, Furnished.
Houses Nos. 8 and 9, Peddar's Hill.
DAVID SASSOON, SONS & Co.
Hongkong, July 21, 1877.

Intimations.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half-year ending on 30th June last, at the rate of ONE POUND STERLING (£1) per Share of \$125, is PAYABLE on and after FRIDAY, the 17th instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.
By Order of the Court of Directors,
THOMAS JACKSON,
Chief Manager.
Hongkong, August 16, 1877. sc16

SHIPS' COMPENDIUM AND STEVEDORE,
No. 57, Praya West.
SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.
Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

Intimations.

DEVORE'S BRILLIANT OIL.

RELIABLE,
ECONOMICAL,
SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the MAKERS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVORE'S BRILLIANT" are stencilled on the cases, and the words "DEVORE MFG CO. PATENTS" are stamped on the top of the can.

THE DEVORE MANUFACTURING CO.,
80 Beaver and 127 Pearl Streets,
NEW YORK, U. S. A.

G. FALCONER & Co.,
WATCH AND CHRONOMETER MANUFACTURERS,
AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
46, Queen's Road Central.
Hongkong, August 20, 1877. sc20

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20%) of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARROLD, MATHESON & Co.,
General Managers.
Hongkong, August 1, 1877. nol

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of SHAREHOLDERS in the above Company will be Held at the Head Office, Victoria, Hongkong, on TUESDAY, the 11th September, at 3 o'clock p.m., for the purpose of Confirming the Special Resolutions passed at the Meeting of Shareholders held This Day.

By Order,
W. H. RAY,
Secretary.
Hongkong, August 21, 1877. sc11

TO NATURALISTS.
C. E. BEDDOME, Esq., of Somerset, Queensland, will be happy to Open a CONCHOLOGICAL CORRESPONDENCE with Naturalists, with a view to exchanging Land-Shell and Fluvialia.
August 23, 1877. sc12

DENTAL NOTICE.
DR. ROGERS begs to inform his Patrons and the Public that he intends to visit AMOY and FOOCHOW in September and October, leaving HONGKONG about the 15th of September.
Hongkong, August 6, 1877.

Not Responsible for Debts.
Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—
TWILIGHT, British barque, Capt. Dalargy.—Jardine, Matheson & Co.
NIMROD, British barque, Capt. Clark.—Captain.
PIGRIK, American ship, Capt. F. Foule.—Order.
SCINDLA, British ship, Capt. Lightbody.—Russell & Co.
FORMOSA, German 3-m. schooner, Capt. C. Schwaer.—Melchers & Co.
ULOOCH, British barque, Captain A. P. Goodman.—Borneo Co.
ANNIE S. HALL, American 8-m. schooner, Capt. Chas. H. Nelson.—Douglas Lapraik & Co.
ASERLADY, British barque, Capt. Nicoll.—Jardine, Matheson & Co.
BEETHOVEN, German barque, Captain R. Heje.—Melchers & Co.
VICOUNT MACDUFF, British 3-m. sch'ner, Capt. Wm. Wright.—Borneo Co., Limited.

Intimations.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. OUGHTRIE,
Secretary.
Hongkong, August 1, 1877. n-1

NOTICE.
THE Undersigned begs to remind his Customers and the Public Generally that he still CARRIES on his PHOTOGRAPHIC BUSINESS in No. 3, A LOWER WYNDHAM STREET; and that he has no connection whatever with the Establishment recently opened in Queen's Road, under the Name and Style of AFONG & Co.

AFONG,
No. 3 A, Wyndham Street.
Hongkong, August 15, 1877. sc15

AFONG, PHOTOGRAPHER,

by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;

and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ARTHUR CLUB.
HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, &c., of assorted sizes. Ex. S. & Type, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, and carved-wood Albums, Cases and Frames, also Albums for Cabinet Portraits only. Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassadors in Cabinet and Carte de Visite sizes, Coloured Portraits of English Ladies.
Hongkong, August 24, 1877.

For Sale.

SEEDS.
LANE, CRAWFORD & Co. have just Received their new Season's FLOWER, VEGETABLE and GRASS SEEDS, from Messrs SUTTON & SONS of Reading.
A List may be had on Application.
Hongkong, August 22, 1877. sc5

FOR SALE.
A PAIR of Condensing ENGINES and BOILER; Cylinders 11 x 7, Shafting and Propeller Complete.
Two Pairs of LAUNCH ENGINES, with Shafting and Propellers Complete, Cylinders 5 x 6; being nearly alike would be suitable for Twin Screws.
One Small Single ENGINE and BOILER with Shafting and Propeller, suitable for a Gig.
The above may be seen on the premises of the Undersigned, and will be Sold Cheap.
LANE, CRAWFORD & Co.
Hongkong, August 20, 1877. sc4

FOR SALE.
GENUINE BREAKFAST CLARET, in Draught at \$1 per Gallon, Every Day.
C. L. THEVENIN,
Queen's Road, No. 44.
Hongkong, August 20, 1877. sc4

FOR SALE.
CUTLER, PALMER & Co.'s Celebrated
Brands of WINES and SPIRITS.
Apply to
SIEMSEN & Co.
Hongkong, June 22, 1876.

FOR SALE.
ONE of the Finest VILLA SITES in Kowloon, with MAT BUNGALOW, newly erected, Garden, Tennis Lawn, &c.
WILSON and SALWAY,
Architects, &c.
2, Queen's Road,
Hongkong, August 30, 1877. sc6

FOR SALE.
BERLIN TIVOLI BEER, in Cases of 4 Doz. Quarts.
WIELER & Co.
Hongkong, August 20, 1877.

For Sale.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT, Part I, A to K, with Introduction. Royal 8vo., pp. 202.—By ERNEST JOHN KITEL, Ph.D. Tübingen.
Price: TWO DOLLARS and a HALF.
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.
Hongkong, February 8, 1877.

Shipping.

Steamers.

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.
(Calling off SOMERSET, COOKTOWN, CLEVELAND BAY, BOWEN and KEPPEL BAY, to land Mails and Passengers.)
The Eastern and Australian Mail Steam Co.'s Steamer "SOMERSET,"
Capt. J. TORRANCE, will be despatched as above on WEDNESDAY, the 5th September, at 4 p.m.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, August 28, 1877. sc5

FOR NEW YORK.
The A 1 British Bark "ABERLADY,"
J. NICOLL, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, August 16, 1877.

FOR NEW YORK.
The A 1 British Barque "GRASMERE,"
HASTINGS, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, August 16, 1877.

FOR NEW YORK.
The A 1 German Ship "JOHANN,"
BUNKE, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, July 31, 1877.

FOR LONDON.
The A 1 British Barque "GEO. CROSHAW,"
GEO. INYING, Master, will have early despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, July 28, 1877.

FOR HAMBURG.
The A 1 British Bark "LORD MACAULAY,"
Capt. MONKMAN, will load for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, July 20, 1877.

FOR SAN FRANCISCO.
The A 1 British Ship "JUBILEE,"
J. HARRIS, Master, will load here for the above Port, and will have immediate despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, September 1, 1877.

FOR SAN FRANCISCO.
The A 1 British Bark "PICTORIA,"
W. D. TRIMBLE, Master, will load here for the above Port, and will have immediate despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, July 23, 1877.

FOR MELBOURNE & SYDNEY.
(To follow the Barque Calcutta.)
The A 1 British Barque "WINLOW,"
Capt. BARKER, will load here and have a quick despatch for the above Ports.
For Freight, apply to
ROZARIO & Co.
Hongkong, August 13, 1877.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London.
Also,
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship PESHAWUR, Captain WHITE, will leave this on SATURDAY, the 8th September, at Noon.
For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, August 28, 1877. sc8

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE CENTRAL

and
UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "BELGIO" will be despatched for San Francisco via Yokohama, on MONDAY, the 10th instant, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.
Connection is made at Yokohama, with Steamers from Shanghai.
Freight will be received on Board until 4 p.m. of the 9th instant. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.
Hongkong, September 2, 1877. sc10

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF TOKIO will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 19th instant, 1877, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.
A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.
At New York, Passengers have selection of various lines of Steamers to England, France and Germany.
Freight will be received on board until 4 p.m., 18th instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 4, Praya Central.
RUSSELL & Co., Agents.
Hongkong, September 3, 1877. sc19

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAVA WEST, HONGKONG;
Near the Canton Steamer's Wharf,
Hongkong, July 13, 1876.

To-day's Advertisements.

FOR MANILA.
The Steamship
"ESMERALDA,"
Capt. TREBAUD, will be de-
parted for the above Port
TO-MORROW, the 4th Instant, at Noon,
instead of as previously notified.
For Freight or Passage, apply to
A. MACG. HEATON.
Hongkong, September 3, 1877. se4

FOR YOKOHAMA & HIOGO.
The Steamship
"YORKSHIRE,"
Capt. LONGLEY, will be de-
parted for the above Ports
ON THURSDAY, the 6th Instant, at 4 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, September 3, 1877. se5

FOR SWATOW, AMOY & FOCHOW.
The Steamship
"YESSO,"
Capt. S. ASHON, will be de-
parted for the above Ports
on THURSDAY, the 6th Instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.
Hongkong, September 3, 1877. se6

FOR NEW YORK.
The A.1 American Ship
"GOLD HUNTER,"
J. FREEMAN, Master, will load
here for the above Port, and
will have early despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, September 3, 1877. se8

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOT POSTE FRANÇAIS.
HONGKONG AGENCY.

OWING to the inclemency of the weather,
the departure of the *TANAIIS*, for
YOKOHAMA, is postponed till TO-MOR-
ROW, the 4th Inst., at 5 o'clock p.m.; and
that of the *SINDH*, for SHANGHAI, till
WEDNESDAY, the 5th Inst., at Noon,
instead of as previously notified.

H. DU POUY,
Agent.
Hongkong, September 3, 1877. se5

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMAILA, PORT SAID, NAPLES,
AND MARSEILLES;
ALSO,
PONDICHERY, MADRAS, CAL-
CUTTA AND BOMBAY.

ON SATURDAY, the 15th September,
1877, at Noon, the Company's
S. S. *TIGRE*, Commandant LEROUX,
with MALES, PASSENGERS, SPERM,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Cargo will be received on board until
4 p.m. Specie and Parcels until 3 p.m.
on the 14th September, 1877. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
H. DU POUY,
Agent.
Hongkong, September 3, 1877. se15

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

S. S. *SINDH*.

NOTICE.
CONSIGNERS of Cargo per S. S.
Seyne, from London, in connection
with the above Steamer, are hereby in-
formed that their Goods are being landed
and stored at their risk at the Company's
Godowns, whence delivery may be obtained
immediately after landing.
Bills of Lading will be countersigned by
the Undersigned.
Goods remaining unclaimed after SATUR-
DAY, the 8th Instant, at Noon, will be
subject to rent and landing charges.
No Fire Insurance has been effected.

H. DU POUY,
Agent.
Hongkong, September 3, 1877. se18

FROM LONDON AND SINGAPORE.

THE S. S. *Yorkshire* having arrived,
Consigners of Cargo are hereby in-
formed that their Goods are being landed
at their risk by the Undersigned into their
Godowns, whence and/or from the Wharf
or Boats delivery may be obtained.
Optional Goods will be forwarded to
Japan, unless notice to the contrary is
given before Noon To-day.
Cargo remaining undelivered after the
10th Inst. will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, September 3, 1877. se10

**FROM CALCUTTA, PENANG AND
SINGAPORE.**

THE S. S. *Hindustan*, having arrived
from the above Ports, Consigners of
Cargo by her are requested to send in their
Bills of Lading to the Undersigned for
countersignature, and to take immediate
delivery of their Goods.
Cargo impeding her discharge will be at
once landed and stored at Consigners' risk
and expense.

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, September 3, 1877. se10

FOR SALE.

THE Bay Australian Mare "GIROFLÉ,"
quiet to Ride or Drive.

Apply to
HORSE REPOSITORY.
Hongkong, September 3, 1877. se10

To-day's Advertisements.

**UNION INSURANCE SOCIETY OF
CANTON.**

NOTICE TO SHAREHOLDERS.

A SECOND BONUS OF EIGHT per
Cent. upon Contributions for the
Year 1876 will be Payable on MONDAY
Next, the 10th Instant.
Warrants may be had on application at
the Office of the Society on and after 8th
Instant.

By Order of the Board,
E. MOORE,
Act. Secretary.
Hongkong, September 3, 1877. se10

PUBLIC AUCTION.

WINE, &c.

LANE, CRAWFORD & Co. have
received instructions to sell by
Public Auction, in their Sale Room,
Praya Central, on

WEDNESDAY,

the 5th September, 1877, at 2 o'clock
p.m. (To close a Consignment of Messrs
P. Lafitte & Co, Bordeaux),—

31 doz. OLARET, Bonnes Graves.
37 " do. Medoc.
8 " do. St. Emilion.
10 " do. do. pinta.
8 " do. Latour.

Also,
12 cases CHAMPAGNE, Extra Mou-
seaux, pinta.
6 " do. Carte Blanche, pinta.
8 " do. Carte Noir, pinta.
5 " do. De Lossy, quarta.
10 " do. Krug, quarta.
10 " do. do. pinta.
10 " Jules Robin's BRANDY.
20 " AVO do.
6 cases Liebig's TONIC WINE.

And,
An Assorted Invoice of Miako and
Satsuma Vases, Tea Sets, Tea Cups and
Saucers, Plates, Lacquered Ware, Silk
Embroidery, Bronzes, Swords, &c.

TERMS OF SALE.—Cash before delivery
in Mexican Dollars weighed at 7.17.
The Lot, with all faults and errors of
description, to be at purchaser's risk on
the fall of the hammer.
Hongkong, September 3, 1877. se5

SHIPPING.

ARRIVALS.

Sept. 1, *Hindustan*, British steamer, 881,
A. B. McTavish, Calcutta Aug. 17, Penang
23, and Singapore 25, General.—DAVID
SASSOON, SONS & Co.

Sept. 2, *Saint Anne*, French brig, 286,
L. Francois, Newchwang Aug. 18, Beaux-
—SASSOON & Co.

Sept. 2, *Teking Teing*, Chinese gunboat,
from Canton.

Sept. 2, *Nestor*, British steamer, 1414,
Freeman, Shanghai, via Fochow Aug. 31,
Tea.—BUTTERFIELD & SWIRE.

Sept. 2, *Yorkshire*, British steamer, 1770,
H. Longley, London July 4, via ports of
call, and Singapore Aug. 26, General.—
JARDINE, MATHESON & Co.

Sept. 2, *Esmeralda*, British steamer, 895,
G. Thebaud, Amoy Sept. 1, General.—A.
MACG. HEATON.

Sept. 2, *Kim Soon Hoat*, Siamese 3-m.
schooner, 190, James Kent, Bangkok Aug.
13, General.—CHINESE.

Sept. 3, *Antenor*, British steamer, 1644,
Henry Jones, Liverpool July 13, via ports
of call, Penang, and Singapore Aug. 25,
General.—BUTTERFIELD & SWIRE.

DEPARTURES.

Sept. 2, *Amoy*, for Shanghai.
2, *Douglas*, for Coast Ports.
2, *Teking Teing*, for a Cruise.
2, *Victoria*, for San Francisco.
2, *Ningpo*, for Canton.

CLEARED.

Annie S. Hall, for Keelung.
Pym, for Shanghai.
Emily Chaplin, for Portland (Oregon).
William Phillips, for Singapore.
Presto, for Tientsin.
Pilgrim, for Portland (Oregon).
Benefactor, for Amoy.
St. Elmo, for Calico.
Rover, for Labuan.

PASSENGERS.

ARRIVED.

Per *Sindh*, for Hongkong: from Saigon,
Mr. Ritchie, and 51 Chinese. For Yokohama:
from Marseilles, Mr. Lenz; from
Naples, Messrs. Martini, Imberti, An-
drea, Ricciardi, Botta, Bosello, Ragnoli,
Mazzocchi, Fardolo, Gorus, and Maurer.

Per *Yorkshire*, from London, &c., Mr.
Dumming, and 55 Chinese.

Per *Antenor*, from Liverpool, Miss Idle
for Shanghai; 55 Chinese for Hongkong.

Per *Hindustan*, from Straits, 256 Chinese.
Per *Nestor*, from Fochow, &c., 25 Chi-
nese.

Per *Esmeralda*, from Amoy, 80 Chinese.

DEPARTED.

Per *Douglas*, for Coast Ports, 1 European
and 50 Chinese.

Per *Amoy*, for Shanghai, 44 Chinese.

SHIPPING REPORTS.

The British steamer *Hindustan* reports:
In the China Sea experienced moderate
S.W. monsoon and fine weather to lat. 16
N., from thence strong N.E. gale and high
sea.

The British steamer *Nestor* reports:
Strong winds throughout the passage.

The British steamer *Yorkshire* reports:
Strong N.E. gale and hard squalls with
high sea from lat. 15 N. to port.

The British steamer *Antenor* reports:
Left Liverpool July 18th, had moderate
and favorable weather to Port Said, ar-
rived Aug. 1st. Entered Canal same day,
arrived at Suez on the 2nd, left Suez on the
3rd, down Red Sea had usual light
winds and calm, across Indian Ocean had
fresh S.W. monsoon. Arrived at Penang
on the 22nd, and left on the 23rd. Arrived
at Singapore on 28th, and left on the 29th.
From Singapore had for first part steady
S.W. monsoon and for three days previous
to arrival here, had hard gales, varying
from S.W. to East with heavy squalls,
torrents of rain and constant cloudy wea-
ther; got no observations for two days pre-
vious to arrival. Sea during the whole
time very high and much confused, and
bar low; at 11 a.m. made and entered Tai-
wan Channel.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For MANILA.
Per *ESMERALDA*, at 11.30 a.m. To-mor-
row, the 4th Inst., instead of as pre-
viously notified.

For CALLOO.
Per Ship *ST. ELMO*, at noon To-mor-
row, the 4th Inst.

For SINGAPORE, SUEZ & LONDON.—
Per *YESSO*, at 9.30 p.m. To-morrow,
the 4th Inst.

For HOIHOW AND HAIPHONG.—
Per *WASHI*, at 4.30 p.m. To-morrow,
the 4th Inst.

For YOKOHAMA.—
Per *TANAIIS*, at 4.30 p.m. To-morrow,
the 4th Inst., instead of as pre-
viously notified.

For SHANGHAI.—
Per *SINDH*, at 11 a.m., on Wednesday,
the 5th Inst., instead of as pre-
viously notified. Late Letters for Shang-
hai will be received from 11.10 to
11.30.

For YOKOHAMA AND HIOGO.—
Per *YORKSHIRE*, at 3.30 p.m., on
Wednesday, the 5th Inst.

For PAKHOL, via Canton overland.—
At 5 p.m., on Wednesday, the 5th Inst.

For BANGKOK.—
Per *DALE*, at 5 p.m., on Thursday, the
6th Inst., instead of as previously
notified.

For YOKOHAMA & SAN FRANCISCO.—
Per *BELGIO*, at 2.30 p.m., on Monday,
the 10th Inst., instead of as pre-
viously notified.

MAILS BY THE TORRES STRAITS PACKET.—
The Australian Contract Packet *SOMER-
SET*, will be despatched from Hong-
kong on WEDNESDAY, the 5th
September, with Mails for Singapore,
Somerset, Cooktown, Cleveland Bay,
Bowen, Keppel Bay, Brisbane, Sydney,
Tasmania, New Zealand, and Mel-
bourne.

Correspondence cannot be Registered after
3.15 p.m.

The Mails will be closed at 8.30 p.m.

Correspondence for New Zealand must be
specially directed via Torres Straits, or
it will be sent via Galle.

Correspondence for Southern and Western
Australia can be sent by this route if
desired, but as a general rule it is
better to send it via Galle.

A Supplementary Mail for Singapore only
will close on board 10 minutes before
the vessel starts. Late Letters for
Australia must be sent to the care of
an Agent at Singapore.

Hongkong, August 28, 1877. se5

MAILS BY THE ENGLISH PACKET.—
The English Contract Packet *PESHA-
WUR* will be despatched with the
Mails for Europe, &c., on SATURDAY,
the 8th September.

The following will be the hours of closing
the Mails, &c.:—

Friday, the 7th September.—
5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night
Box, which remains open all night.

Saturday, the 8th September.—
7 a.m., Post Office opens for sale
of Stamps, Registry of Letters, and
Posting of all correspondence.

10 a.m., Post Office closes except for Late
Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with
Late Fee of 18 cents extra
to Postage Hill.

11 a.m., when the Post Office Closes
entirely.

11.30 a.m., Letters (but Letters only,
addressed to the United Kingdom
via Brindisi, or to Singapore, may
be posted on board the Packet with
Late Fee of 48 cents extra postage,
till

11.50 a.m., when the Mail is finally
closed.
Hongkong, August 28, 1877. se8

General Memoranda.

WEDNESDAY, September 5:—

11 a.m.—Sale of Sundries at Govt. Store.
Noon.—*Sindh* leaves for Shanghai.

2 p.m.—Sale of Wines, &c., at Lane,
Crawford's, Praya Central.

4 p.m.—*Yorkshire* leaves for Yokohama.
4 p.m.—*Somerset* leaves for Singapore, &c.

THURSDAY, September 6:—

Noon.—*Yesso* leaves for Coast Ports.

FRIDAY, September 7:—

Noon.—General Weekly Sale by Messrs
Lane, Crawford & Co.

SATURDAY, September 8:—

Noon.—English Mail leaves for Ports
of Call and Europe.

Goods per *Sindh* undelivered after Noon,
subject to rent and landing charges.
Warrants for Bonus upon Contributions
to the Union Ins. Society obtainable.

MONDAY, September 10:—

3 p.m.—Occidental & Oriental S. S. Co.'s
Steamer leaves for Yokohama and San
Francisco.

Goods per *Yorkshire* undelivered after
this date subject to rent.

TUESDAY, September 11:—

3 p.m.—Meeting of Shareholders of the
China Trade Insurance Co., Limited,
at the Head Office, Hongkong.

SATURDAY, September 15:—

Noon.—French Mail leaves for Ports
of Call and Europe.

WEDNESDAY, September 18:—

3 p.m.—American Mail leaves for Yokohama and San Francisco.

SUNDAY, September 20:—

Application for Shares in the North China
Insurance Co. must be made on or
before this date.

MEMOS. FOR TO-MORROW

Shipping.

Noon.—*Esmeralda* leaves for Manila.

5 p.m.—*Tanais* leaves for Yokohama.

Volume Sixth of the

"CHINA REVIEW."

No. I.—Vol. VI.
—OF THE—
"CHINA REVIEW"

IS NOW READY.

IT CONTAINS—

Chinese Studies and Official Interpretation
in the Colony of Hongkong.
Constitutional Law of the Chinese Empire.
The Tang Hou Chi, A Modern Chinese
Novel.

A Chinese Primer.
The Law of Inheritance.
Short Notices of New Books and Literary
Intelligence.

Notes and Queries:—
Chinese Marriages.
Studies in Words.
The Educational Curriculum of the
Chinese.

Restoration of the Old Sounds of the
Chinese Language.
Notes on Chinese Grammar.
Russian Sinologists.
Assyria and China.
The Word "Swallow."

Corrigenda.—Chinese Studies and Official
Interpretation in the Colony of Hong-
kong.

China Mail Office,
Hongkong, August 31, 1877.

THE

HONGKONG DISPENSARY,

Established A.D. 1841.
香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
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MEDICINES.

MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water,
Gingerade, Potass Water, Sarsaparilla
Water, and other Aerated Waters.

The Manufactory is under direct and
continuous European Supervision.
Hongkong, June 1, 1876.

The publication of this issue commenced
at 7.10 p.m.

THE CHINA MAIL.

HONGKONG, MONDAY, SEPT. 3, 1877.

Dr. Eitel contributes to the last number
of the *China Review* a most interesting
and instructive paper on "Chinese Stu-
dies and Official Interpretation in the
Colony of Hongkong." The first part
of the article deals with the history
of the subject, but this we must hurry
over. One episode, however, that Dr.
Eitel recounts to illustrate the extent of
the knowledge of the Chinese language
possessed by officials in the Colony before
Sir Hercules Robinson's arrival is worth
reproducing. The incident took place
at the Police Court when Colonel Cairne
was Chief Magistrate. It seems that
social intercourse with other officials that
a great discussion was going on among
sinologists as to the meaning of *fan* i.e.
barbarian, but he was entirely unaware
of the popular epithets applied, up to
the present day, by the common speech
of the people to foreigners in general, *fan*
kwei (i.e. foreign devil), and to English-
men *hung mo kwei* (i.e. red haired devil).
Hence the following incident:—

Magistrate: Collins, Collins, I say.
Collins: Your Honour!

Magistrate: Did not that witness say *fan*
kwei in his evidence?

Collins: He did, your Honour!

Magistrate: Then take him out of the Court
and give him three lashes!

(Lashes administered.) And now, Inter-
preter, tell the witness that when he
speaks of an Englishman in this Court
he must call him *hung mo kwei*!

In a foot-note to his article Dr. Eitel
says the truth probably was that the
witness said, after having given his
evidence "*fan kwei*" i.e. "may I go
home?" for the words "*fan kwei*" "foreign
devil," mean, when pronounced in a
different tone, *fan kwei*, "to go home."

After reviewing the past history of
Chinese studies in Hongkong, Dr. Eitel
proceeds to consider the actual state of
Chinese knowledge among the members
of the Civil Service with special reference
to official interpretation both documentary
and oral. The recommendations of Dr.
Eitel for improving the existing state of
affairs, with which the paper is concluded,
form, however, the portion of the article
that will demand the greatest attention.
All that is required, says the Doctor,
is to improve the machinery already
existing and extend its application:—

That the Student-Interpreters' scheme, as
suggested by Sir Hercules Robinson, is

its main features sound, practical and effi-
cient, has been demonstrated by the experi-
ence of the last fifteen years. But it might
be improved in its mode of working by
sending the candidates, selected by the
prescribed competitive examinations, for
two years or more to Oxford and placing
them under the tuition of Professor Dr.
Legge as unattached students of the Uni-
versity. I have urged this plan on another
occasion (*China Review*, Vol. V., p. 262),
and I have since learned from Dr. Legge
that he has made exactly the same pro-
position to the Foreign Office, offering to
engage a native Pekingese teacher to assist
him in the tuition of the Students to be
placed in his charge. I have also reason
to believe that the present Acting Colonial
Secretary of Hongkong, the Hon. C. C.
Smith, M.A., has on more than one occasion
recommended the same plan to his superiors.
There would be no need to trouble the
Student-Interpreters with the Cantonese
dialect, whilst studying the written language
under Dr. Legge's tuition at Oxford. The
Pekingese dialect, being so much simpler in
sounds and tones than the Cantonese, will
materially diminish the first difficulties of
the beginner, and when the Students then
arrive in Hongkong all they have to do is
to continue, to some extent, their studies
of the written language, for which they may al-
ways retain the use of the Pekingese dialect
in reading, and to give the greater part of
their time to a practical study of the Can-
tonese Colloquial, for which, in their case,
two years would be ordinarily sufficient.
But they should spend the greater portion of
these two years in Canton, and afterwards
each should be required to learn one other
dialect in addition, either Hakka or one of
the Fokien dialects.

This proposition, that students should
be placed under the care of Dr. Legge
for a couple of years at Oxford, will
probably meet with some dissentients.
It will be argued that the students
would be able, if when selected they at
once came out to China, to study the
written and spoken language simultane-
ously, and probably make as much pro-
gress here in each as they would in one
at Home, aided as they would be in
Canton or Hongkong by Chinese sur-
roundings, and every opportunity of
uniting practice with theory. The study
and practice of the spoken language may
be also supposed to facilitate that of the
written language, nor does it seem likely
that a student even at Oxford would
really feel willing and able to devote
himself wholly and solely, hour after
hour, day after day, week after week,
and month after month, to the study of
written Chinese; whereas in China his
labours might be agreeably and pro-
fitably diversified in gaining a know-
ledge of the spoken language. The
Chinese language, however, like the
Chinese people,

is to be named. At Bremen the following vessels arrived from Rangoon, viz., *Cornwall*, *Bozzo*, *Theresa*, *Meyer*, *Armin*, *Rubens*, *Racema*, *Padra*, *de Andria*, and *Wilhelmine*, Koller, all loaded with rice; besides the *Devana*, May, from Japan. On the berth are here at present the *Ageria*, s.s., to leave Aug. 8, for her usual route to Penang, &c.; *Conrad Hinrich*, Schuler, for Singapore; *Palma*, for Bangkok; *India*, Dirksen, and *Andreas*, Peters, both for Hongkong; *Iphigenia*, Gren, for Higo and Yokohama. All these vessels are slowly filling up, as cargo is not at all plentiful, and freights, therefore, are as low as last reported. The English steamship *Humboldt*, from Rio Janeiro, has arrived here with engine broken down and will have to repair. The English steamship *Orestion* has been found drifting about, abandoned, in the vicinity of Horns-reef, and perhaps will be taken into the Weser or the Elbe river. About the fate of her crew hitherto nothing is known; she is loaded with wood and plank from the Baltic.

The *Ariel*, now building at Chatham, will be ready for commission in October, and will probably be ordered to the China Station.

The *Tamar*, troop-ship, Captain W. D. Liddell, arrived at Portsmouth, from Hongkong (last from Plymouth).

The following appears in the *Army and Navy Gazette*—“Having received late news from China, I wish to bring under your notice the pleasure of paying off on that station. I wish especially to bring forward the case of one of the gun-vessels lately paid off at Hongkong. As every one was obliged to clear out of the ship a few days before they paid off, they confidently expected to be sent to the *Victor Emmanuel*; but they were rather surprised to hear that there was no room on board her, and that they were to be relegated to the *Opossum*. On going on board this ship they found that they could expect no comfort on an ancient 40-horse power gunboat with no gear at all on board; they even had to demand a table from the dockyard. In going to her they found they gained a rather doubtful advantage—viz., in not being able to sleep below, as it was very stuffy and the bilge odours were strong, though not awest; so that they had to sleep on the upper deck, with the cool, refreshing breezes that generally blow in Hongkong Harbour playing over them, and that rather roughly, as the bunkers were cut away in some places. (I have heard that the doctors forbid sleeping on deck in China, as it is very unhealthy.) The courtesy of the ward-room officers of H.M.S. *Victor Emmanuel* does not seem to be very apparent, for it was through their alleging they had no room in their mess that these officers were condemned to the *Opossum*; and that they had no room I am inclined to doubt, for, though they had the officers of the *Charybdis* in their mess, yet they only have one table on the starboard side and a full-sized billiard on the port side, so that the whole of the mess amidships is clear room. The Commodore agreed with them in thinking that the receiving-ship could only accommodate one other ship's company besides their own. The men, I think, had a harder time of it than the officers, for on the ship paying off they were given forty-eight hours' leave (which, I suppose, was made a great boon), and, to add to their enjoyment of this leave, they were obliged to take all their trunks on board the *Opossum*, but were told they could not mess there, as they were not victualled on board their late ship after that day, and though they were victualled on board the *Tamar* (in which they are to come home), she wanted so much cleaning that they could not go on shore to knock about the pleasant streets of Hongkong for two days, so that they should be able to spend all their money comfortably and stand a good chance of getting fever or dysentery before they came home. One of the officers of the vessel about which I am writing did obtain the latter complaint from a chill caused by sleeping on the deck of the *Opossum*.

HONGKONG CRICKET CLUB.

The annual meeting of the members of the Hongkong Cricket Club was held this evening at the Hongkong Club. There were present:—Messrs Gibb (in the Chair), Tobin, Coxon, T. B. Grant, J. Grant, D. C. Travers, A. K. Travers, Wodehouse, Deacon, Hynes, Reddie, Barff, C. C. Cohen, G. F. Johnson and Kernaghan.

The minutes of the last meeting were read and confirmed.

The CHAIRMAN said he was happy to be able to say that their financial position was a very satisfactory one, for, after paying all their expenses for the past year, which were not altogether small, they finished the year with a balance in hand of \$332.64, against \$101.16 at the close of the previous year (applause). In view of these facts he thought they might congratulate themselves on having had Mr Wodehouse, Mr Deane and lately Mr Hynes to manage their finances. The season had been altogether a successful one. They had had some very pleasant matches, and some new blood had been infused into the Club; he trusted that during the ensuing year more members would join them. (Applause.)

Mr CHARTER proposed that the accounts be passed.

Mr D. C. TRAVERS seconded the motion, which was carried *unanimously*.

The CHAIRMAN said he should mention that they had not only the sum of \$332.64 in hand, but they had sent home \$160 in charge of Mr Deane for the purpose of purchasing cricketing gear. The only business now before the meeting was to elect a Committee for the ensuing season in the place of the one retiring.

Mr COXON proposed, and Mr KERN seconded, that the retiring Committee be re-elected.

This motion was ultimately carried, excepting that Mr Hynes was elected Hon. Secretary and Treasurer in the place of Mr Wodehouse, who wished to retire.

A vote of thanks to the Chairman concluded the proceedings.

Police Intelligence.

(Both Magistrates Sitting.)

3rd September, 1877.

UNLAWFUL POSSESSION.

Lo Ahim, a barber, who was brought up some time ago for having a black box and some clothing in his possession, again appeared to answer the charge. A Chinese Constable was looking out of a window at the West Point Station, when he observed a number of men despoiling a black box up the hill side. He went towards them when they all ran away. The defendant was caught with a bundle of clothes in his possession. The box was marked with the Chinese characters “Woh-kee,” while a black fan had the inscription of “Se Woo.” It was subsequently ascertained that the box belonged to a Chinaman who had gone to Amoy. The owner was servant to a foreigner in the Chinese Customs service, who had gone to England. He came down here with his servant, and went home, while the servant returned to Amoy in the *Namoa*. The box was stolen from this vessel, but the owner would not come down to prosecute although he was promised that the Government would defray the expenses of his passage. The defendant was therefore only convicted of unlawful possession, being fined £5 or 3 months' hard labour.

DISEASED ANIMALS.

Wong Afook, a farmer, was seen driving two bullocks in the street, one of which suddenly fell down. It was proved to have been suffering from Pseudomonia. It was killed and buried by the Police. Fined \$10.

DISORDERLY HOUSES.

Charles Chiles and another, occupants of houses Nos. 7, 9 and 22 Gage Street, again appeared to answer the charge of keeping disorderly houses and making noises in the night time. Mr Wai Akwong, the complainant, said he had no further complaint to make against the defendants. They were consequently discharged.

A WOULD-BE SUICIDE.

Luk Ayow, a married woman, was again brought up to answer the charge of attempting to kill herself by hanging. She was bound over in \$10 to keep the peace, the husband undertaking to send her home.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honor Mr Justice SNOWDEN.)

September 3, 1877.

Cheung Cheung v. Gerstenberg, \$588.—This was a claim for the refund of a sum of money paid to the defendant for demurrage &c. The defendant is the master of the Danish barge *Michelle Selman*, and the plaintiff a merchant and the charterer of the vessel.

Mr Johnson appeared for the plaintiff, and Mr Breton for the defendant.

In opening the case for the plaintiff, Mr Johnson said the plaintiff was the charterer of the *Michelle Selman* under a charter-party dated the 31st May last. The charter-party was signed here and was for a voyage to Tournon with all possible despatch with such lawful cargo as the charterer might wish, she was to proceed to anchorage at Tournon and there to discharge the cargo and to receive one for a voyage back to Hongkong; in fact the charter was for a voyage to and from Tournon back to Hongkong. Another clause of the charter-party provided for 50 lay days, the loading to commence in Hongkong on the 7th June last, and the next clause stipulated that the Captain was to provide the ship with ballast on the voyage to Tournon. Another clause provided for demurrage at the rate of \$50 a-day. The next clause provided that the ship was to carry two supercargoes in the cabin and six passengers on deck free of charge, and that on the return voyage from Tournon, the vessel was to give accommodation to two supercargoes and an unlimited number of deck passengers, for whom the Captain was to provide water alone. It was in respect of this that the defendant claimed a set off. Under the charter-party the Captain claimed ten days' demurrage at \$50, and the charterer paid the \$500 under protest. The plaintiff now claimed for a refund for nine days, having admitted one day's demurrage, and for other expenses paid on account of the ship. Mr Johnson then detailed the days on which a refund for demurrage was claimed, being for six days charged at Tournon on the 24th June, and the claim was for that day as well as from the 7th to the 11th July inclusive, while the days claimed here were the 18th, 22nd and 23rd August. The 24th June was the very day on which the vessel arrived at Tournon, and according to the charter-party lay days only commenced one day after written notice was given to the charterer. As to the 7th, 8th, 9th, 10th and 11th July, they were occupied in discharging the ballast at Tournon, which under the charter-party the Captain was bound to provide at the cost of the ship. The cargo taken here was of a light nature, and the charterer had therefore stipulated that ballast should be taken. On arrival at Tournon, the ballast had to be discharged. This was entirely the owner's business, and the days so occupied had nothing to do with the plaintiff. As to the three days charged for here, they were the 18th, 22nd and 23rd August last. The vessel arrived here on the 17th, and the Captain went the next morning to the charterer, announcing the arrival of the vessel and notifying the commencement of lay days from that day, whereas the charter-party stipulated the commencement of lay days one day after notice in writing was given. The charterer employed the 18th, 20th and 21st August to discharge the cargo, but the 22nd and 23rd were entirely taken up to put in ballast; a good portion of the cargo having been taken out, it was necessary to put in ballast, but this Mr Johnson contended was the Captain's own business for which the charterer should not pay demurrage. He then explained the different items of claim, \$450 for refund of demurrage paid, \$85 for provisions supplied to the defendant, and \$63 for boat-hire to discharge the ballast at Tournon, making in all the amount now claimed. The defendant admitted some of the items, but claimed a set-off for Chinese passengers carried in the vessel from Tournon, but this the plaintiff was entitled to do under the charter-party.

Cheung Cheung, the plaintiff, was then examined. He is a merchant trading under the name of Wing Yee Cheung, Fraya West. He stated that he entered into the charter-party with the Captain, and gave facts which supported Mr Johnson's narration. He advanced \$500 to the ship before she sailed from Hongkong. On the

18th August the Captain came to him and said that he had arrived on the 17th and that he considered lay days to commence from the 18th. He claimed for ten days' demurrage, and said that unless it was paid, the cargo could not be discharged. He proposed to the defendant that each should bear half of the expenses, but the defendant would not consent to this. Plaintiff then went to seek the advice of Ng Man Kwan, who advised him to pay the claim first. Altogether the plaintiff paid \$2,900 on account of the ship, besides the \$500 advanced in Hongkong. The plaintiff advanced paid the Captain's claim proceeded to discharge the cargo on the 19th until the 21st at 3 p.m., when the discharge was stopped by the Captain who said he wanted to put in ballast. The discharge was recommenced on the 24th and finished the same morning. Had it not been for this the discharge would have been completed on the evening of the 21st.

Sz Yan Cheung, interpreter put on board the *Michelle Selman* by the charterer, was next called to shew the day of the arrival of the vessel at Tournon and to the days occupied by the discharge of the ballast, and to her arrival here.

Lum Yeong, the supercargo, was also examined to prove the arrival at Tournon and her arrival here on the return voyage.

This closed the case for the plaintiff, which was then adjourned till 2 p.m.

When the Court resumed, Mr Breton addressed the Court on behalf of the defendant. He contended that the discharge of ballast at Tournon was caused by the delay of the plaintiff in not supplying cargo to fill the ship in time. If the charterer was ready with cargo to put on board, she could discharge and load simultaneously. Moreover, the carrying of the ballast was rendered necessary by the charterer not giving sufficient cargo to the vessel, so that she had to put in ballast to sustain her floatability, and the delay and expense of discharging it should fall on the charterer. Mr Breton then quoted the case of the *Black Prince*.

Captain Otto Gerstenberg was called. He is the master of the *Michelle Selman*. He entered into the charter-party with the plaintiff. It was entered into in the Kin Tai Loong Hong.

Mr Breton was going to examine the defendant on the charter-party, but Mr Johnson objected on the ground that no oral evidence could vary or alter a written contract.

His Lordship said he would take the evidence first and reserve considering it. Continued.—The charterer wanted to put in 160 as the number of passengers to be taken, but the defendant would not agree to this, and would rather have the number blank for the return voyage, and that he would give only six passengers on deck to Tournon.

His Lordship held that the evidence tended to vary the contract.

Continued.—The vessel arrived at Tournon at 5 p.m., on the 23rd June. An entry of this was entered in the log. He gave notice to one of the supercargoes that the lay days would commence on the 24th; this was given him at about 7 p.m. on the 23rd. The supercargo signed this notice after having it explained to him. Witness had agreed to take in ballast, and it was verbally agreed that the charterer should pay the expenses of discharging it at Tournon. This was made in the presence of the manager of Kin Tai Loong and a broker named Asing. The cargo was not discharged until 15 days after arrival at Tournon; witness was bound to have the ballast on board while cargo was being discharged, because it would not be safe to leave the ship empty. As cargo came in, the ballast was discharged. The supercargo took the discharge of the ballast all to himself; he engaged the boats, and witness had nothing to do with it. The loading of cargo and the discharge of ballast could be done simultaneously. This was the usual practice. No one complained of any delay in the discharge of the ballast at Tournon. They told defendant that there would be difficulty in loading the ship. The cargo came very slowly. On the 11th August the interpreter and the supercargo came into the defendant's cabin, and it was proposed that if they would not charge the Captain the \$50 for his provisions, the defendant would take the passengers free. The fair charge for passengers from Tournon would be \$6. At Tournon 49 lay days had been used up; they were counted from the day after his arrival. The date of sailing was not counted in. The supercargo or interpreter said the computation was right, and had signed the certificate attached to the charter-party. He signed it in the presence of three witnesses. When he left Tournon, there were four days of demurrage due. The vessel arrived here on the 17th August, and defendant told the plaintiff that demurrage would commence on the 18th, the custom being to count 24 hours after the dropping of the anchor. The plaintiff said he knew the custom very well. When ballast was taken in here, it did not interfere with the discharging of the cargo. Defendant never prevented the plaintiff's men from discharging. This could be shown from the fact that they had worked all the day of the 21st.

By Mr Johnson.—Ballast was taken here on the 21st and 22nd June. The paper produced was signed by the supercargo on the 24th June. On arrival here, all the cargo was discharged by the 21st. There were six days charged for discharging ballast.

Capt. John Thompson, master of the *Siam* barge *Gloria*, was called. His vessel was close to the defendant's at Tournon. He was on board the defendant's vessel on the evening before he left for Hongkong. Witness heard the supercargo say that the number of lay days the defendant stated on a memo. was correct.

By Mr Johnson.—This was about 7 p.m. It took place on the poop; witness did not see the supercargo sign it, because he did not follow him and the Captain below. Mr Harry Kreuser, Chief Officer of the *Michelle Selman*, was called. He spoke to the date of the vessel's sailing to and arrival at Tournon. He was present when the supercargo expressed that the Captain was correct in his computation of the number of lay days; he agreed that 49 days were correct.

Mr Breton then addressed the Court for the defence. He submitted that the days of demurrage had been incurred, and that, although there was no stipulation, the number of Chinese passengers would be only very limited. He never expected that he should have to carry so many as 125, and therefore it was only reasonable that he should charge the small sum of \$1 each, as charged in the set-off.

Mr Johnson briefly replied, contending that the signature of the supercargo to the certificate of the number of lay days was given under protest. The vessel did not arrive at Tournon on the 23rd but on the

24th, as she had to shift her berth on the 24th. He urged that only 48 lay days were used, being 43 at Tournon and 5 at Hongkong. As to the counting of the days of demurrage, he said it was the universal rule, where there was such a clause in the charter-party, to charge from the day after the arrival, whether the lay days had expired or not.

His Lordship reserved judgment.

NEWS BY THE FRENCH MAIL.

The M. M. Co.'s steamer *Sindh*, Captain Nomdedeu, arrived here late on Saturday evening, with the London Mails of the 27th July, 34 days from Marseilles.

TELEGRAMS.

Simla, Aug. 10.—A telegram has been received to-day, from the Agent to the Governor General at Baroda, stating the Baroda Government have paid into the treasury there Rs. 10,000 towards famine relief in Madras. The money is to be remitted forthwith to Madras.

The exports of food grains from Calcutta to Madras Presidency fell off seriously in the week ended the 1st instant. We find a total export of 119,133 cwts., or 5,956 tons, against a total of 566,588 cwts., or 23,329 tons in the previous week. Exports from Burmah on the other hand increased from 6,498 cwts. to 26,533 cwts. We trust some explanation will be forthcoming of this serious falling off to Bengal exports.

London, Aug. 10.—Suleiman Pasha has received reinforcements from Calcutta and endeavoured to force the mountain passes and co-operate with Mahomet Ali and Osman Pasha. A strong resistance and severe fighting are expected. Mehmet Ali Pasha awaits at Rasgrad the result of Suleiman Pasha's operations. The Russian headquarters are transferred to Belgrin. [Belgrin is due south of Constantinople 20 miles, and about the same distance due east of Plevna, where Osman Pasha is stationed. Rasgrad again is 70 miles east of Belgrin.] The Russian Government having tried to obtain the sanction of the Austro-Hungarian Government to the passage of Russian troops through Serbian territory, it is generally reported that such sanction has been refused.

London, Aug. 10.—In both Houses of Parliament motions on the Eastern question have been withdrawn, the Government declaring discussion on it at present to be injurious to public interests. Lord Beaconsfield added that the policy of the Government continued to be one of non-intervention, so long as English interests in the East were unaffected.

The House of Lords has passed the second reading of the India Loan Bill. Lord Salisbury refused to join in any fears relative to Indian finance. A debate took place in the House of Commons on a question asked by Mr Grant Duff, who wished to have an explanation concerning the occupation of Quetta, the regulations at Peshawar, and the changes in the frontier districts. Lord Geo. Hamilton said that the apparent change in policy was a change of method and not one of principle. The Government were endeavouring to maintain cordial relations with frontier potentates, and an invasion of India was impossible at least for many years. Such an enterprise was hopeless in the meantime. Sir Stafford Northcote, on the same subject, said that the policy of the Government was to husband its resources and complete the internal lines of communication with a view to conciliate the population of the frontier countries by good government.

London, Aug. 12.—Lord Derby, replying to a question, said that the report in the Austrian press, that England's policy would be to await and participate in the partition of Turkey, was wholly unfounded. The report, which has been current in official circles at Constantinople, of a battle at Plevna on the 9th instant, in which the Russians were defeated, is entirely unfounded. The interview at Ischl testifies to the accord between the Emperors of Germany and Austria.

London, Aug. 13.—Sir Stafford Northcote, replying to a question in the House of Commons, said that England's Eastern policy was strictly neutral, subject to contingencies. The Russians have resumed the offensive at Anl, where their first attacks have been repulsed. The Russians have evacuated, and the Turks have occupied the Hainboghaz and Guerdlia Passes of the Balkans. Demonstrations in favour of war have been made at Athens. It is believed that action on the part of the Greek Government is impending. Rumours are current that a state of siege will shortly be proclaimed in France, to curb the Radicals.

London, Aug. 14.—Ismael Hakkî Pasha has occupied Zargayla in the Russian province Erivan, and is attacking Terguknow. Later advice from the seat of action states that General Terguknow is re-advancing, and that Ismael Hakkî was evacuating Erivan. Suleiman Pasha has taken the offensive, and has crossed the Balkans. Much sickness prevails among the Russian troops in Bulgaria and the Dobrudzha. Mr Frederick Arthur Stanley has been appointed Financial Secretary to the Treasury (in place of Mr W. H. Smith, appointed First Lord of the Admiralty).

London, Aug. 14.—Parliament was prorogued to-day.

The Lord Chancellor read the Queen's Speech, which was to the following effect:—“My relations with all foreign powers are of a friendly character, but the efforts which I have made in common with other powers on behalf of the maintenance of European peace have been unsuccessful. On the outbreak of the war now raging between Russia and Turkey, I declared my intention to observe a neutral attitude so long as the interests of Great Britain remained unaffected. The nature and extent of these interests were defined in a diplomatic communication made to the Russian Government, which elicited a ready reply, indicating a friendly disposition on the part of that Power towards this country. I shall use my best efforts, when a suitable opportunity occurs, to restore peace between the two Powers now at war on terms compatible with their honor as belligerents and with the general safety and welfare of other nations. If, during the contest, the interests of Great Britain should be assailed or endangered, I shall rely, with confidence, on your help to vindicate and maintain them. I am grieved to hear of the accounts of the dreadful famine in Southern India and that its duration is likely to be prolonged. No exertion will be wanting on the part of the Indian Government to mitigate its horrors. The speech, in conclusion, alluded to the enthusiastic reception of the Proclamation announcing the abdication of the

Transvaal and enumerated the various measures introduced during the session.

Simla, Aug. 14.—It is reported as good authority that the Amer of Cabul has discovered a secret Russian organization. Two Kazis have been stoned to death and two Candahar nobles have been blown from guns by the Amer's orders for complicity.

London, Aug. 15.—The Earl of Beaconsfield and Lord Derby will remain in town during the autumn recess. The war news, to-day, is confined to a re-announcing affair.

London, Aug. 15.—Colonel Wellesley has come home to report on the alleged Russian atrocities. The *Times*, *Daily News* and *Reuter's* special correspondents at Bucharest announce a cruel butchery of Christians south of Balkans by the Turkish troops, instigated by merchants and landowners. 30,000 Armenians and 500 schools have, it is stated, been burnt in the Scherpan district. The Bulgarian fugitives are estimated at from 12,000 to 15,000 people who have been massacred and burnt, and that sixty villages have been destroyed. General Latoff supercedes General Krudener as Commander of the Russian forces at Plevna. Four days' rainy weather has hindered the movements in Bulgaria. It is believed that the Russians have fallen back towards Rustchuk.

London, Aug. 16.—The Lord Mayor has issued a notice soliciting subscriptions on behalf of the Madras Famine Relief Fund. A Turkish army corps of 35,000 men has been recalled to Constantinople from Bagdad. The Russians have evacuated Rukhtenag [Rukhtenag]. The Russians have thrown a bridge over the Danube, at Pyrgor, near Rustchuk. The Russian batteries at Slobozia bombarded Rustchuk yesterday. The Turks are bombarding Giurgevo. Ahmed Muktar Pasha remains on the defensive in Armenia.

News from the Straits.

(Singapore Times.) The Messageries Maritimes Company's mail steamer *Sindh*, which arrived here on the morning of 24th August, has made a remarkably quick run from Marseilles, having left there on the 29th July last.

News has, at last, been received in official circles regarding the movements of our new Governor, Sir W. C. F. Robinson. He will arrive here by the Australian Mail via Torres Straits due on 31st October.

The cremated remains of General Nino Bixio, the Italian patriot, were forwarded to Genoa, by Messrs Rubattino & Co., steamer *Batavia*, which sailed yesterday evening (20th).

There is a rumour current, but how it originated does not appear, and we give it with all reserve, to the effect that the

sergeant has turned up again, and was seen by the Officers, passengers, and crew, or some of them, of the P. and O. steamer *Mirapora* about 250 miles from Singapore. If this be true, there can be little doubt the animal is the same that was seen by Captain Webster of the *Neslor* in the Straits of Malacca some time ago.

From Netherlands India papers the following intelligence is translated:—“It gives us pleasure to make known that our fellow citizen, Mr C. C. Jasper, the architect for coast-lighting, for his conduct towards British shipwrecked people, who, successively, on the 18th September 1875 and the 17th September 1876, suffered shipwreck on the coast in the neighbourhood of the lately completed Lighthouse on Meuwani Bay, has been honoured by the British Government, in recognition, with a splendidly ornamented vase or vessel on which there is engraven on one side ‘Presented by the British Government to Mr Jasper,’ while on the cover there is inscribed ‘In acknowledgment of humanity and kindness to the shipwrecked crews of the *Derwent* and *Wallace* wrecked off the coast of Java on the 19th September 1875 and 17th September 1876.’—*Batavia Handelsblad*, 18th August.

Padang, Aug. 8.—One of our townsmen lately gave a splendid dinner, a thing which our fellow citizen, Mr C. C. Jasper, the architect for coast-lighting, for his conduct towards British shipwrecked people, who, successively, on the 18th September 1875 and the 17th September 1876, suffered shipwreck on the coast in the neighbourhood of the lately completed Lighthouse on Meuwani Bay, has been honoured by the British Government, in recognition, with a splendidly ornamented vase or vessel on which there is engraven on one side ‘Presented by the British Government to Mr Jasper,’ while on the cover there is inscribed ‘In acknowledgment of humanity and kindness to the shipwrecked crews of the *Derwent* and *Wallace* wrecked off the coast of Java on the 19th September 1875 and 17th September 1876.’—*Batavia Handelsblad*, 18th August.

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The Counsel for the prosecutor having opened the facts, the prosecutor was called and stated the particulars, and it was elicited, that on a former occasion, he had been roughly treated by Captain Ellis who had afterwards apologised. Mr Pickering on behalf of the prosecutor, and Captain Mackenzie on behalf of the defendant, were examined, but the evidence was contradictory as to Mr Hazle's position in Court when first addressed by Captain Ellis and in regard to Captain Ellis's actual remarks, as to requesting him to take a chair, although all agreed as to the rude tone of the defendant.

It was contended for the defence that Captain Ellis, sitting as a Judge, was justified in ejecting the prosecutor, at the position he assumed whilst addressing him was calculated to interfere with the business of the Court, and, also, that he was not ejected until after being asked to sit down. For the prosecutor, it was contended that Captain Ellis had acted, not in a judicial but in a private individual capacity, and that his act was not one of the Court and was not approved of by the Court, inasmuch as Mr Pickering, the President, had called Mr Hazle back when forcibly removed.

The Magistrate, after some argument, eventually held that, without giving any opinion as to the merits of the case, he must dismiss the summons on the ground that Captain Ellis was acting judicially and was therefore protected by Sections 19 and

77 of the Penal Code. Mr Hazle having been asked in cross-examination whether he was drunk at the time of the occurrence, his Counsel remarked that he regretted that Captain Ellis should have attempted to convey such an imputation on him, and the Magistrate stated that the evidence of Captain Mackenzie, defendant's own witness, completely exonerated Mr Hazle from any such imputation.

According to the *Oceanis Espanola* of 9th Aug. some business had been done at Manila in sugar at \$6.25 for extra and \$6 for superior. 20,000 piculs of sugar from Taal had been placed at \$3.87. The difficulties of the season checked business in this article. Hemp was scarce, good current being quoted at \$5.75 and *quintal* 63. Small quantities of coffee for Peninsula and China had changed hands at 2 1/2 to 2 3/4. Freight had improved notwithstanding that vessels with 6,000 tons of carrying capacity were available.

An official decree has been issued at Manila to the effect that applications for State manufactured tobacco for export shall only be complied with after the demand for Philippine consumption has been met.

Quotations.

Hongkong, September 3, 1877.
OPIUM.—New Patna, cash, \$592 1/2
“ Old Patna, cash, 587 1/2
“ New Benares, cash, 580
“ Old Benares, cash, 570
“ New Malwa, cash, 605
“ Allowance Teels, 8 a 32
“ Old Malwa, cash, 605
“ Allowance Teels, 8 a 32
QUICKSILVER, ... 78 a 78 1/2

Exchange.

Bank, on demand, ... 8/10 1/2
“ 30 days' sight, ... 3/10 1/2
“ 6 months' sight, ... 3/11 1/2
Credite, ... 3/11 1/2
Documentary, 6 months' sight, ... 3/11 1/2
Bombay, demand Rupees, ... 222
Calcutta, ... 222
Shanghai, demand, ... 72 1/2
“ 30 days' sight, ... 73 1/2
Bar Silver, 17, dwts. B., ... 84 prem.
Mexican, ... 1
Gold Leaf, ... 26.35
English Sovereigns, ... 5.07
Australian Sovereigns, ... 5.07
Discount, ... 8 a 10

Shares.

Hongkong Bank, 48 % prem.
Union Ins. Society of Canton, \$900
China Traders' Co., \$200
Yongnag Insurance Co., \$253
Yongnag Ins. Association, Tia. 780
North China Ins. Co., Tia. 860
H.K. Fire Ins. Co., \$630
China Fire Ins. Co., \$166
H.K. & W. Dock Co., 20 % div.
H.K. & M. S. S. S. Co., 12 % div.
Shanghai Steam Navigation, Tia. 80
Hongkong Gas Co., \$75 nom.
Hongkong Hotel Co., \$60
Chinese Imperial Loan, £103

Temperature.

(Taken at Messrs Talcott & Co.'s Premises, Queen's Road.)
HONGKONG, September 3, 1877.
BAROMETER—9 A.M. ... 30.006
Do. 1 P.M. ... 29.950
Do. 4 P.M. ... 29.930
THERMOMETER—A.M. ... 82 1/2
Do. 1 P.M. ... 80 1/2
Do. 4 P.M. ... 81 1/2
Do. (Wet bulb) 9 A.M. ... 79 1/2
Do. Do. 1 P.M. ... 78 1/2
Do. Do. 4 P.M. ... 79
Do. Maximum over night ... 83
Do. Minimum over night ... 78 1/2

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers:—
VESSELS TO ARRIVE.

When left. Name. From. Remarks.
Feb.
6, Carrizal, Cardiff (Brest Feb. 23)
Mar.

INSURANCES.

HAMBURG-MAGDEBURG FIRE INSURANCE CO. OF HAMBURG.

THIS Company is now Prepared to Issue Policies against LOSS or DAMAGE by FIRE at Current Rates. Every Risk taken by this Company is participated in by Three of the largest German Fire Insurance Companies, representing an aggregate Capital and Surplus of over SIXTY MILLION MARKS, equal to FIFTY MILLION DOLLARS, thus enabling this Company to accept large lines.

SANDER & Co.,
Agents.

Hongkong, June 26, 1877.

THE NORTH-CHINA INSURANCE CO.

SUBSCRIBED CAPITAL—Tails Two Million, in 1,000 shares of Tails 2,000 each.
PAID UP CAPITAL—Tails Six Hundred Thousand, or Tails 600 per share.

PROVISIONAL COMMITTEE.

F. H. BELL, Esq. (Messrs Adamson, Bell & Co.)
M. S. GURLEY, Esq. (Messrs David Sassoon, Sons & Co.)
JAMES HART, Esq. (Messrs Turner & Co.)
E. H. LAYERS, Esq. (Messrs Gilman & Co.)
HUGH SUTHERLAND, Esq. (Messrs John Forster & Co.)
A. G. WOOD, Esq. (Messrs Gibb, Livingston & Co.)

HEAD OFFICE—SHANGHAI.

Secretary—HERBERT S. MORRIS, Esq.

BANKERS.

HONGKONG & SHANGHAI BANKING CORPORATION.

BRANCHES.

LONDON (25, Cornhill, E.C.), HONGKONG, YOKOHAMA.

AGENCIES.

At the principal ports in the East and Australian Colonies.

THE Company will be constituted on the 1st January 1878, as a permanent Marine Insurance Company, to carry on the business (established in 1863) of the NORTH-CHINA INSURANCE COMPANY, 1876-1877.

A Reserve Fund will be formed of Tails 400,000, by setting aside a portion of the profits at such times and in such sums as the Shareholders shall decide.

The net profits of the Company for each year will be divided amongst the Shareholders, in the following manner:—

One-third over the Shares, a portion thereof being set aside for the formation of a Reserve Fund as above stated.

Two-thirds as a return to Contributors (being Shareholders), in proportion to the Premium paid or influenced by them.

A revision of the Share List will take place at the end of every three years, and for this purpose power will be given to the Directors by the Deed of Settlement to withdraw at the before-mentioned periods all or any of the Shares held by Shareholders who have not contributed Premium or whose contributions during the preceding three years have not been in proportion to the number of Shares held.

Shareholders retiring from the Company in pursuance of the above regulation, will be notified at least three months prior to the date fixed for any such revision of the Share List, and will have the option of disposing of their Shares in either of the following ways:—

They will be at liberty at any time after receipt of notice of withdrawal, and prior to the date of revision, to sell their Shares to any person approved by the Company and accepted as the transferee; or

Upon surrendering their scrip certificate for cancellation at the time of such revision, and pursuant to notice, will receive a return of the Capital paid up thereon; and so on after as the financial position of the Company up to the date of the revision can be ascertained and the accounts adjusted, they shall also receive a pro-rata share of the Reserve Fund, if any accumulated, together with such proportion of the unappropriated profits as may be found due to them.

NOTICE IS HEREBY GIVEN, that Applications for Shares in the undermentioned form will be received at the offices of the Company, from residents in China and Japan, until the 30th September; from London and distant ports until 31st October next.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the NORTH-CHINA INSURANCE COMPANY.

Gentlemen, I hereby request that you will allot to me Shares in the above Company, and agree to accept such Shares, or any less number you may allot to me, and agree to pay the first call of Tls. 600 per Share, and all subsequent calls, and to subscribe the Deed of Settlement when required to do so.

Gentlemen,
Your obedient servant,

Forms of application for Shares can be obtained at the Head-office, or by application to the Agents of the Company.

Shanghai, June 18, 1877.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors.
Kwok Ah-choong, Merchant.
Pang Yim, Merchant.
Ho Sam of Hop Yik Chan, Merchant.
Loo Yee, of the Yee On Hong, Merchant.
Lee Sing, of Lai Hing Firm, Merchant.
CHEUNG SING YONG, Merchant.
CHOW CHAN, Merchant.

Manager—HO AMEE.

POLICIES against FIRE granted on BUILDINGS and on Goods stored therein at CURRENT RATES, subject to DISCOUNT of 20% on the Premium.

OFFICE, 49, Bonham Strand,
Hongkong, August 23, 1877.

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.
JAS. B. COUGHRAN,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Ovals in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against Fire to the extent of £45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1876.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The Third, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.
HOLLIDAY, WISE & Co.
Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1869.

INTIMATIONS.

KWONG HING CHEUNG & Co., COAL MERCHANTS.

Have always on hand for Sale every description of COAL at Moderate Prices. Mr. Anson has been appointed Manager, and all Orders addressed to him at 87, Praya, or to Mr. FAR JAM, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 19, 1877. mcl9

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop.
Canton.—Sing Chuen Native Post Office, Lun Hing Street; Ohui Hing Low Hotel, Lun Hing Street; Kwong Tin Fat Shop, Yan Tsai Street; Mr. Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Hing Shop, Sin Choong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun Loong Hong.
Amoy.—Chun Cheong Hong, Mook Kik Street.

Foochow.—Mr. Yü Ching Cheong, Foochow Arsenal; Mr. Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr. Ng Ching Shun, Maritime Customs; Mr. Ho Yue Chuen, Maritime Customs; Mr. Chou Sing Hol, Messrs Jardine, Matheson & Co.; Mr. Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee Shop.

Ningpo.—Mr. Sung Min Ohe, Maritime Customs.
Hankow.—Yee Hing Hong.

Chefoo.—Yee Shun Hong.
Japan.—Mr. Leong Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.
Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.
Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fook Tai Hong.
The above are some of the Agents; others will be published, when they are arranged for. Negotiations are in progress with the express companies who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

A NEW STOCK OF NEXT JOBBING TYPES HAVING BEEN RECEIVED.

FROM ENGLAND, THIS OFFICE IS PREPARED TO EXECUTE

BOOK & JOB PRINTING OF EVERY DESCRIPTION AT REASONABLE RATES.

FANCY BALL PROGRAMMES ASSORTED SIZES, IN GOLD AND COLOURS.

BALL PENCILS, assorted colours.

MENU CARDS, In Gold & Coloured Borders & Patterns.

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NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of TWICE a week as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisements.

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17th February, 1874.

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CHINA MAIL OFFICE.

Merchant Vessels in Hongkong Harbour.

Exclusion of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

| Vessel's Name. | | Anchor. | Flag and Rig. | Tons. | Date of Arrival. | Consignees or Agents. | Destination. | Remarks. |
|--------------------|-----|--------------|---------------|-------|------------------|---------------------------|-----------------------|--------------|
| Steamers | | | | | | | | |
| Belgie | 3 h | Metcalf | Brit. str. | 2652 | Aug. 24 | O. & O. S. S. Co. | Ytham & San Fisco | 16th, 3 p.m. |
| Dale | 2 h | Thompson | Brit. str. | 641 | Aug. 29 | Yuen Fat Hong | Bangkok | To-morrow |
| Emu | 4 h | Blance | Span. str. | 222 | Aug. 30 | Remedios & Co. | Manila | To-morrow |
| Emeralda | 5 h | Thebaud | Brit. str. | 395 | Sept. 2 | A. McG. Heaton | Manila | To-morrow |
| Fame | 5 h | Stopand | Brit. str. | 117 | | H. K. & W. Posa Dock Co. | | |
| Hindustan | 6 h | McFarlah | Brit. str. | 991 | Sept. 1 | David Sassoon, Sons & Co. | S'pore, Calcutta, &c. | To-morrow |
| Nestor | 6 h | Freeman | Brit. str. | 1414 | Sept. 2 | Butterfield & Swire | London, &c. | To-morrow |
| Olympia | 6 h | Nagel | Ger. str. | 777 | Aug. 29 | Siemssen & Co. | Swatow | |
| Orinoco | 6 h | Eboevarrila | Span. str. | 224 | Aug. 26 | H. Kier | Shanghai | Mails, 6th |
| Sindh | 5 h | Nommedau | Fch. str. | 1905 | Sept. 1 | Messageries Maritimes | Australian Ports | Mails |
| Somerset | 5 h | Torrance | Brit. str. | 654 | Aug. 25 | Gibb, Livingston & Co. | Yokohama | To-morrow |
| Sunda | 5 h | Reeves | Brit. str. | 1704 | Aug. 22 | P. & O. S. N. Co. | Yokohama | To-morrow |
| Tanais | 5 h | Marvella | Fch. str. | 1735 | Aug. 28 | Messageries Maritimes | Yokohama | Repairing |
| W. Cores de Vries | 3 h | | Brit. str. | 334 | June 4 | Hok Moh Leong | Holhow & Haiphong | To-morrow |
| Wahl | 5 h | Hunter | Brit. str. | 209 | Aug. 21 | Landstein & Co. | Coast Ports | 6th, noon |
| Yesso | 5 h | S. Ashton | Brit. str. | 660 | Aug. 31 | Douglas Lapraik & Co. | Yokohama & Higo | 5th inst. |
| Yorkshire | 5 h | Longley | Brit. str. | 1770 | Sept. 2 | Jardine, Matheson & Co. | | |
| Sailing Vessels | | | | | | | | |
| A. E. Vidal | 4 k | Schreiber | Ger. bge. | 382 | Aug. 21 | Wieler & Co. | San Francisco | |
| A. S. Davis | 4 k | Ford | Amer. sh. | 1399 | June 19 | Russell & Co. | New York | |
| Aberlady | 4 k | Nicoll | Brit. bge. | 735 | Aug. 8 | Vogel, Hagedorn & Co. | | |
| Adolph | 3 k | Horn | Port. sh. | 831 | Aug. 30 | Brandao & Co. | | |
| Alva | 3 k | Souza | Brit. bge. | 468 | Aug. 7 | Adamsen, Bell & Co. | | |
| Anazi | 3 k | Hill | Amer. bktine. | 452 | Aug. 16 | Douglas Lapraik & Co. | Keelung | Cleared |
| Annie S. Hall | 4 k | Wyeth | Brit. bge. | 592 | Aug. 8 | Arnold, Karberg & Co. | | |
| Antipodes | 4 k | Thomson | Brit. 3m. ac. | 210 | Aug. 10 | Meyer & Co. | | K'loong |
| Auguste | 4 k | Hayden | Amer. bge. | 596 | July 28 | Russell & Co. | Amoy | Cleared |
| Benefactor | 4 k | Scott | Brit. bge. | 398 | July 19 | Gibb, Livingston & Co. | London | |
| Bon Accord | 3 k | Fehr | Ger. 3m. ac. | 341 | Aug. 17 | Eduard Schellhaas & Co. | Haiphong | |
| Bonita | 3 k | Timpe | Ger. bge. | 380 | Aug. 29 | Wieler & Co. | | |
| Brema | 3 k | Möller | Slam. sh. | 575 | Aug. 7 | Chinese | | |
| Bua Pan | 3 k | Ketela | Brit. bge. | 488 | Aug. 28 | Eduard Schellhaas & Co. | | |
| Carmelita and Ida | 4 k | Marden | Ger. 3m. ac. | 287 | Aug. 9 | Wm. Fustan & Co. | Foochow | |
| Catherine Marden | 4 k | Marden | Brit. bge. | 368 | Aug. 9 | Landstein & Co. | Tientsin | K'loong |
| Charles Moreau | 2 h | Quatresous | Slam. sh. | 556 | Aug. 12 | Chinese | | |
| Cherone Waitana | 2 h | Ulrich | Slam. sch. | 200 | April 30 | Chinese | | |
| Cheng Soon | 2 h | Chong Sang | Slam. sch. | 445 | July 30 | Gibb, Livingston & Co. | | K'loong |
| Chun | 4 c | Veal | Brit. bge. | 300 | July 28 | Remedios & Co. | | |
| Christiana A. P. | 4 k | Capra | Nic. 3m. ac. | 300 | July 29 | Gibb, Livingston & Co. | | |
| Criton | 8 k | Alexander | Brit. sch. | 145 | Aug. 31 | Olyphant & Co. | | |
| Edinburgh Castle | 8 c | Lull | Amer. sh. | 1646 | Sept. 1 | Stemson & Co. | | |
| Emily Chaplin | 1 c | Seward | Brit. bge. | 627 | July 31 | Melchers & Co. | Portland | Cleared |
| Emma | 1 c | Harris | Brit. bge. | 733 | July 31 | Melchers & Co. | Amoy | Coast |
| Galatea | 7 h | Gran | Ger. bge. | 733 | Aug. 6 | Wm. Fustan & Co. | | |
| George | 7 h | Jaeger | Ger. sh. | 1296 | July 30 | Melchers & Co. | | |
| Geo. Croshaw | 8 k | Steffens | Ger. bge. | 703 | July 21 | Vogel, Hagedorn & Co. | London | |
| Glamorganshire | 3 k | Irwing | Brit. bge. | 658 | July 17 | H. Kier & Co. | | |
| Glory | 3 k | McEachan | Brit. bge. | 473 | Aug. 18 | Tack Mee | | |
| Gold Hunter | 2 h | Thompson | Slam. bge. | 1200 | July 1 | Meyer & Co. | Portland | |
| Grasmere | 3 k | Freeman | Amer. sh. | 698 | July 1 | Vogel, Hagedorn & Co. | New York | |
| Great Admiral | 6 h | Hastings | Brit. bge. | 1876 | Aug. 19 | Capitan | | |
| Gustav | 2 c | Thompson | Ger. bge. | 656 | Aug. 29 | Capitan | | |
| Gustav and Marie | 3 k | Baben | Ger. bge. | 854 | Aug. 17 | Wieler & Co. | | |
| H. S. Sandford | 3 k | Dooce | Amer. sh. | 1195 | Aug. 12 | Order | | |
| Harbinger | 2 c | Sleeper | Amer. sh. | 1508 | July 27 | Jardine, Matheson & Co. | | |
| Iales of the South | 3 k | Johnston | Brit. sh. | 820 | July 5 | Arnold, Karberg & Co. | | |
| Jacobine | 3 k | Donnett | Brit. sh. | 417 | Aug. 21 | Siemssen & Co. | | |
| James Shepherd | 3 k | Hoblmann | Ger. bge. | 417 | Aug. 21 | Siemssen & Co. | | Wanchai |
| Johanne | 7 h | Maddler | Brit. sh. | 849 | Aug. 20 | Meyer & Co. | | |
| Jubilee | 4 c | Bunje | Ger. sh. | 758 | July 6 | Vogel, Hagedorn & Co. | New York | |
| Kalsow | 4 k | Harris | Brit. sh. | 766 | July 11 | Borneo Co., Limited | | |
| Kate Waters | 4 k | Gadd | Brit. bge. | 799 | July 23 | Douglas Lapraik & Co. | | |
| Khedive | 4 k | Gliese | Brit. bge. | 680 | Aug. 19 | Rozario & Co. | | |
| Kim Yong Tye | 4 c | Cole | Brit. bge. | 400 | Aug. 9 | Meyer & Co. | | |
| Loitner | 2 h | Kofoed | Slam. bge. | 820 | Aug. 13 | Tack Mee | | |
| Lord Macaulay | 8 h | | Amer. sch. | 845 | Aug. 13 | Insurance Co. | | |
| Loweswater | 3 k | Monkman | Brit. sh. | 467 | July 31 | Vogel, Hagedorn & Co. | Hamburg | |
| Maid Marian | 6 c | Roberts | Brit. sh. | 608 | July 31 | Borneo Company, Limited | Portland | |
| Mary Queen | 2 c | Forest | Brit. bge. | 272 | July 31 | Arnold, Karberg & Co. | | Coast |
| Messe | 3 k | Prior | Brit. bge. | 629 | Aug. 17 | Gibb, Livingston & Co. | | |
| Michelle Selchah | 1 c | Robertson | Brit. bge. | 447 | Aug. 17 | H. Kier & Co. | | |
| Nimrod | 1 c | Gerstenberg | Dan. bge. | 695 | July 30 | Capitan | | |
| Northampton | 3 k | Clark | Brit. sh. | 1161 | Aug. 30 | Gilman & Co. | | |
| Orion | 8 c | Clare | Brit. sh. | 381 | Aug. 18 | Arnold, Karberg & Co. | | |
| Papillon | 3 k | Scott | Brit. bge. | 458 | Aug. 11 | Arnold, Karberg & Co. | | |
| Pelho | 8 c | Douin | Fch. bge. | 250 | July 27 | Arnold, Karberg & Co. | Tientsin | |
| Pilgrim | 4 k | Christiansen | Ger. bge. | 656 | July 30 | Russell & Co. | Portland (Oregon) | Cleared |
| Presto | 7 c | Fowie | Amer. sh. | 388 | July 30 | Meyer & Co. | Tientsin | Cleared |
| Pym | 8 c | Laidman | Brit. bge. | 558 | July 29 | Meyer & Co. | Shanghai | Cleared |
| Quickstep | 4 k | Stapleton | Amer. bge. | 626 | July 27 | Russell & Co. | | |
| Rosa Boettcher | 4 k | Barnaby | Ger. bge. | 398 | Aug. 12 | Wm. Fustan & Co. | | |
| Roine | 4 k | Schultz | Am. 3m. ac. | 400 | Feb. 28 | Arnold, Karberg & Co. | | For S |
| Rottterdam | 4 k | | Dut. bge. | 780 | Aug. 31 | Order | | |
| Saint Anne | 4 k | Dik | Fch. bge. | 286 | Sept. 2 | Carlwitz & Co. | | |
| Seamster's Bride | 2 h | Francols | Slam. bge. | 314 | Aug. 12 | Chinese | | |
| St. Elmo | 8 c | Smith | Brit. sh. | 1428 | Aug. 9 | Messageries Maritimes | Callao | Cleared |
| Star Queen | 4 k | Durand | Fch. bge. | 388 | Aug. 18 | Carlowitz & Co. | | |
| Sydenham | 4 k | MacKintosh | Brit. bge. | 769 | Aug. 11 | Eduard Schellhaas & Co. | | |
| Thomas Fletcher | 8 c | Miller | Brit. sh. | 1068 | July 16 | Messageries Maritimes | | |
| Titan | 8 c | Pendleton | Amer. bge. | 645 | Aug. 16 | Wm. Fustan & Co. | | |
| Uwlight | 8 c | Barry | Amer. sh. | 1229 | Aug. 27 | Messageries Maritimes | | |
| Tllock | 4 k | Dalargy | Brit. sh. | 680 | July 11 | Jardine, Matheson & Co. | | |
| Victory | 3 k | Goodman | Brit. bge. | 770 | Aug. 29 | Landstein & Co. | | |
| Viscount Macduff | 3 k | Whiting | Brit. bge. | 265 | Aug. 28 | Eduard Schellhaas & Co. | | |
| Warrior | 3 k | Wright | Brit. 3m. ac. | 293 | Aug. 28 | Borneo Co., Limited | Bangkok | |
| William Cobb | 4 c | Baumam | Brit. bge. | 919 | Aug. 6 | Wieler & Co. | New York | |
| Winlow | 4 c | Brady | Am. 3m. ac. | 424 | July 30 | Olyphant & Co. | Sydney & Melbourne | |
| Wm. Phillips | 3 k | Barker | Brit. bge. | 466 | Aug. 25 | Rozario & Co. | Singapore | Cleared |
| Wm. Phillips | 3 k | Healy | Amer. sch. | 925 | Aug. 25 | Eduard Schellhaas & Co. | | |
| WHAMPOA | | | | | | | | |
| Beethoven | | Heje | Ger. bge. | 340 | Sept. 1 | Melchers & Co. | | |
| Echo | | Tozar | Brit. bge. | 389 | Aug. 27 | Arnold, Karberg & Co. | Chefoo | |
| Eudoxie Adolphine | | Feh. bge. | Fch. bge. | 254 | Aug. 11 | Carlowitz & Co. | | |
| Formosa | | Martin | Ger. 3m. ac. | 282 | Aug. 27 | Melchers & Co. | Tientsin | |
| Irene | | Schweer | Ger. sch. | 266 | Aug. 27 | Carlowitz & Co. | Tientsin | |
| Malvina | | Hansen | Ger. bge. | 496 | Aug. 11 | Wieler & Co. | | |
| CANTON | | | | | | | | |
| | | Case | Brit. str. | 761 | Sept. 2 | Siemssen & Co. | Shanghai | |